



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO : City Council

FROM : City Manager

MEETING DATE: October 18, 1989

AGENDA TITLE: Traffic Study - Lodi Avenue, Fairmont Avenue to
Hutchins Street - Two-Way Left Turn Lane

RECOMMENDED ACTION: That the City Council review the installation of a two-way left turn lane on Lodi Avenue between Fairmont Avenue and Hutchins Street and take the appropriate action.

BACKGROUND INFORMATION: As directed by the Council, the Public Works Department has reviewed the attached request to install a two-way left turn lane on Lodi Avenue between Fairmont Avenue and Hutchins Street to reduce congestion. If the City Council feels, after reviewing this matter, that additional left turn pockets should be considered, it is recommended that a hearing be held and all adjacent businesses and residents notified.

The only existing left turn lanes are at Hutchins Street and at Fairmont Avenue. This segment of Lodi Avenue is mostly 60 feet wide with portions at 62 and 64 feet and has two travel lanes in each direction. The traffic volume is approximately 17,500 vehicles per day. The land use of the affected area is primarily residential on the north side and commercial on the south side. Parking is permitted on both sides of this segment except at locations without adequate sight distance or insufficient roadway width due to existing left turn lanes (see Exhibit A).

The installation of a two-way left turn lane would require the elimination of all on-street parking on both sides of Lodi Avenue. This would remove 30 stalls on the north side and 29 stalls on the south side. We cannot recommend retaining parking on one side because it would result in substantially reduced lane widths (see Table 1).

A review of available accident records for 1987, 1988, and 1989 through September indicates that approximately 26 of the 84 accidents may have been avoided if left turn lanes existed. Eleven of the twenty-six accidents involved parked vehicles. Fourteen of the eighty-four accidents are of undetermined cause.

Removal of the parking and the installation of left turn lanes would improve traffic flow on Lodi Avenue. However, it would be a problem for many of the businesses on the south side of the street. Some of these businesses have no onsite parking.

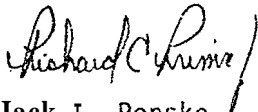
APPROVED:

THOMAS A. PETERSON, City Manager

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Installation of left turn lanes at just the Crescent Avenue intersection would require removal of 15 stalls on the north side and 17 stalls on the south side from Avena Avenue to Rose Street. This would not solve many of the problems in the area and the need for lane transitions requires removal of parking without the benefit of a continuous turn lane.



for Jack L. Ronsko
Public Works Director

JLR/RSK/mt

Attachments

cc: Police Chief
Street Superintendent
Assistant Civil Engineer-Traffic
Eileen St. Yves

July 3, 1989

Re: Lodi Ave.

Honorable Mayor Snider,

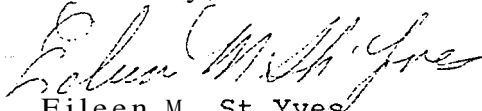
With the opening of year ~~around~~ school for the middle and high schools, we have major conjection on Lodi Avenue. Primarily from Hutchins to Fairmont. I feel the council needs to address these needs soon. Since Taco Bell moved east to Rose, we have five exit and entries within a very short distance. Peak traffice periods are chaotic. Then we travel a very short distance west to Crescent, and again we have traffice trying to turn without the benefit of a turn lane or turn light. Travel west to Kentucky Fried Chicken, an6 again traffice trying to turn into this parking area for food and traffic school, creates additional chaos. Travel west to Orange, and still again traffic is attemptiny ~~to~~ turn into Fluffy Donut, *Chop Chop*, and Discount Liquor. I have stopped using Lodi Avenue during these periods, because it will take as long as ten minutes to get through this area if you drive the speed limit.

I feel with the high traffic volume of Lodi Ave. (17,000) daily the intersections with turn pockets have turn lights, and a two way turn lane be established west of Hutchins, and a turn pocket with a turn light at Crescent.

Many a time Mrs. Olson has commented about the near accidents or accidents at Crescent. This is traffic trying to make turns without the benefit of a turn pocket or light. Mr. Ronsko has explained that the street parking in this area ~~would~~ be removed, to accommodate the smoother movement of traffic.

I would like to see this item placed on the agenda soon, so interested parties may express their views.

Sincerely,



Eileen M. St.Yves
310 S. Orange Ave. #60
Lodi,
367-1726

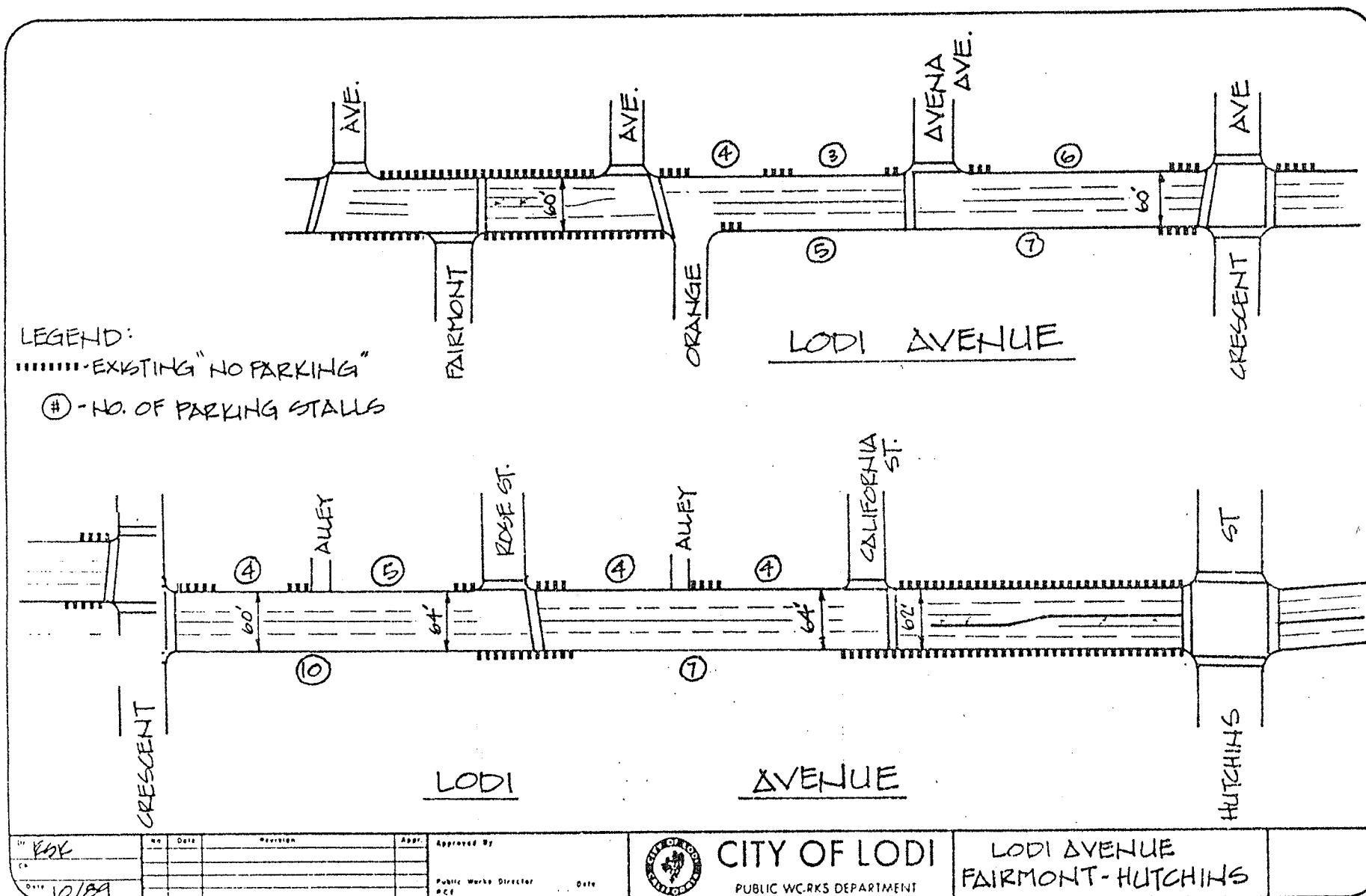


Table 1

Lodi Avenue, East of Fairmont

Lane Combinations - 60-Foot Curb-to-Curb Width

	Parking	Thru	Thru	Left Turn	Thru	Thru	Parking
Existing	7	11.5	11.5	--	11.5	11.5	7
With Left Turn Lane, No Parking	--	13	11	12	11	13	--
With Left Turn Lane, Parking One Side	--	12	10	11	10	10	7
						Not Recommended	

Standard Lane Widths:

With Parking (76' Total)	8	12	12	12	12	12	8
Without Parking (64' Total)	--	14	12	12	12	14	--

CITY COUNCIL

JOHN R. (Randy) SNIDER, Mayor
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THOMAS A. PETERSON
City Manager
ALICE M. REIMCHE
City Clerk
BOB McNATT
City Attorney

October 12, 1989

Eileen St. Yves
310 S. Orange Avenue, #60
Lodi, CA 95240

SUBJECT: Traffic **Study** - Lodi Avenue, Fairmont Avenue to Hutchins
Street - Two-Way Left Turn Lane

Enclosed is a copy of background information on an item that will be discussed at the City Council meeting on Wednesday, **October 18, 1989**, at 7:30 p.m. The meeting will **be** held in *the* City Council Chamber, Carnegie Forum, 305 West Pine Street. You are welcome to attend.

If you **wish** to communicate with the City Council, please contact Alice Reimche, City Clerk, at (209) **333-6702**.

If you have any questions about the item, please call **Rick Kiriu** or me at (209) 333-6706.



Jack L. Ronsko
Public Works Director

JLR/mt

Enclosure

cc: City Clerk